

INFORMATION REPORT INFORMATION REPORT

CENTRAL INTELLIGENCE AGENCY

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50X1-HUM

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SOURCE EVALUATIONS ARE DEFINITIVE. APPRAISAL OF CONTENT IS TENTATIVE.

Attachment 1. Railway Technical School of Baku. This two-page report contains brief information on the location, organization, curriculum, per 50X1-HUM the Baku Railway Technical School.

Attachment 2. Artel "Metalloremont" in Baku. This one-page report contains very brief information on a small metal repair shop in Baku.

Attachment 3. Air Drills in Baku in the Summers of 1958 and 1959. This one-page report describes briefly air drills in Baku in 50X1-HUM 1958 and 1959.

Attachment 4. Stalin Oil Trust in Baku; Azerbaydzhani Off-shore Oil Prospecting Trust. This three-page report gives brief information on the location and activities of the Stalin Oil Trust in Baku and slightly more complete information on the location, organization, activities, and working conditions of the Azerbadzhani Off-shore Oil Prospecting Trust.

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ATT #1

Railway Technical School (Zheleznodorozhnyy Tekhnikum) of Baku

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1. Railway Technical School (Zheleznodorozhnyy Tekhnikum) was located on 51 Chapayeva Street at Poselok Montana in Baku, across the street from Ltn. Schmidt Works. Also in this vicinity, on 81 (?) Chapayeva Street was situated the dormitory building of the Oil Technical School of Baku. The streetcar stops of Lines #8 and #13 were located in front of the school building. Part of the second and third floors of the three-story school annex was occupied by students dormitories.
2. The school director was fnu KHALILOV, the program supervisor (zavuch) - fnu BAGDASARYAN. The applicants with seven years of secondary school had to undergo competitive examinations on the following subjects: oral in mathematics, Russian and Azerbaydzhanian literature and both oral and written in the Russian and Azerbaydzhanian languages. The high school graduates (completed ten years) were allowed automatically, without any entrance examinations, to enter the third year (kurs).
3. The school had about 500 students, most of them males. The program was divided into four years. For the first two years there was a general study consisting of Russian and Azerbaydzhanian languages and literature, chemistry, physics, and mathematics. The special technical subjects were introduced at the beginning of the third year. Also, at the same time the students were given the choice of selecting one of the three following departments of the school in which to study for their future profession.
 - a. Otdeleniye vagonnogo khozyaystva (rolling stock section). Graduating technicians would be engaged in the maintenance and repair of railroad cars.
 - b. Puteyskoye otdeleniye (track maintenance).
 - c. Teplovoznoye otdeleniye (internal combustion locomotive operators). New department established in 1953. It trained locomotive engineers but since, at the time of information, Azerb. SSR did not possess its own internal combustion locomotive park, graduates of this department had to work in other republics or to change to other occupations.

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all [redacted]
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4. The students with the best grades were granted state stipendiums. For the first year it amounted to 120 Rubles per month, the second - 220 Rubles. Third and fourth year students accordingly received bigger allowances. Fee for the use of dormitories amounted to 7 Rubles per month. There was also an additional charge of 5 to 10 Rubles per month for stationary (drawing paper, pencils, etc.) issued to students by the school. Each kurs was sub-divided into Russian and Azerb. sections. At the time of information there were about 35-40 students of the Azerb. section in the first kurs, from this number about 15 drew state stipendiums.
5. There was an obligatory military training under supervision of a voyenruk (voyenny rukovoditel' - military instructor) for Soviet students, [redacted]

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ATT #2

Artel "Metalloremont" in Baku

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1. Artel "Metalloremont" ("Metal Repair") was one of many similar installations in the system of Azpromsovet (Azerbaydzhanskiy Promyslovyy Soviet - Azerb. Producer's Council). This system included state owned barber, shoe, photo, tailor, and many other service shops in metropolitan Baku area and throughout Azerb. SSR.

2. Artel "Metalloremont" had a number of departments and shops (tsekh and masterskaya) in various parts of the city of Baku.

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[redacted] shop occupied the first floor of an apartment house on Basina Street, in the vicinity of Baku's largest movie theater "Nizami". The shop superintendent was fnu GAKHRAMANOV, foreman was fnu BARK. The main offices of artel "Metalloremont" were located on the corner of Ali-Bayramly and Basina Street. Director of the artel was M. N. SKORKIN.

3. [redacted] shop was divided into three sections: shtampovochnyy (stamping), payal'nyy (soldering) and zamochnyy (lock section), employing 20, 14 and 30 men respectively. Zamochnyy produced pad locks of various sizes. The first two were engaged in the production of one- and two-hole kerosene burners (kerosinki). The stamping section had one hand-operated press for smaller details and two power-presses for larger details. The soldering section did all assembly work using old fashioned soldering kits. The job was very dirty and dangerous for one's health due to constant contact with acids. The norm for the 14 man crew of soldering section was gradually increased from 2,000 to 4,000 burners a month but this norm was very seldom fulfilled. After soldering, the prefabricated burners were shipped to another location for final touch up, painting and distribution.

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4. The tin-smiths were on piece work pay and the working hours were officially from 0800 to 1700. However, most solders whenever possible stayed after hours trying to make up for frequent lay-offs when the shop was closed down for periods of from 2 to 5 days due to lack of stamped details. The shop discipline was not strict and employees could skip work or leave during the hours on their own business just by notifying the shop superintendent or foreman.

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ATT #3

Air Drills in Baku in the summers of 1958 and 1959

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1. [redacted] while living in Buzovny, [redacted] an air raid drill which was conducted in the entire Greater Baku area. The forthcoming drill was announced thru the closed-circuit radio and also at [redacted] enterprise (Buzovny Oil Trust), where the trust administration informed the foremen who in turn informed the employees. The alarm (beginning of the drill) was given by a long signal of the special sirens at about midnight. The lights were turned off for the duration of the drill, which lasted about two hours, and work was discontinued for this period. About half an hour after the drill started low flying planes were observed. The end of the drill was indicated by short signals of the above mentioned sirens. 50X1-HUM
2. While living in Stalinskiy Rayon of Baku, [redacted] in the summer [redacted] another air raid drill similar to the one described in Paragraph 1.

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ATT #4

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Stalin Oil Trust (Stalinneft') in Baku

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Azerb. Off-Shore Oil Prospecting Trust (Azmorefterazvedka)

1. Stalinneft' operated 8 oil fields in Stalinskiy Rayon of Baku (Bibi-Eybat) and one off-shore field (morskoy promysel) #9 near Bibi-Eybat. Trust superintendent was fnu MUSTAFAYEV. Chief geologist was Sadyk GAFAROV. Each promysel employed some 250 workers divided into three or four brigades. Each brigade produced 70-80 tons of oil mixed with water which made 5-6 tons of pure oil. Field #6 (nachal'nik - fnu PERCHENKO) operated 470-480 producing wells. The richest field of the trust was undoubtedly field #1. this field possessed a few very rich producing wells which were usually closed (out of operation); only when the fulfilling of the trust production plan was in danger would the administration open these wells for a brief period to cover the shortage in oil production. the existence of four oil collecting warehouses with many chany (reservoirs)
2. Some of the ITR (inzhenerno-tekhnicheskkiye rabotniki - engineer and technical personnel) and employees dormitories (apartment houses) were located on Khanlarskaya Street, close to Bailov or in Bailov. Stalinneft' workers settlement situated between fields #5 and #6; this settlement consisted of 25-30 three story houses. Transportation from Stalinneft' to Baku was provided by bus No. 20 "Vokzal" (railroad terminal Baku) - "Dvadtsatka" ("twenty", the name of the new settlement one-half kilometer south of Stalinneft'). At the present time, the trolleybus line has been constructed to supplement the buses on the route Vokzal - Dvadtsatka - Bassandat (the latter is a new workers settlement of Stalinneft' which also operates some producing wells in the vicinity of Bassandat. This settlement is supposedly located 7 km. from Dvadtsatka.)
3. Azerb. Off-Shore Oil Prospecting Trust (Azmorefterazvedka) (superintendent - fnu SALAMOV) was sub-divided into two offices (kontora), #1 and #2. Office #1 was located at the Bailov end of Stalinskiy Rayon, in the vicinity of field #5 of Stalinneft'. Next to this office were also located the motor pool and the mess hall of Aznefterazvedka, its warehouses, and a platform (ploshchadka) stretching out into the sea which was used by both Azmorefterazvedka and off-shore field #9 of Stalinneft'. This

platform, about 150 meters long and 12-15 meters wide, was a wooden construction resting on steel rail frame. It usually berthed up to 150 steam launches (kater) used for the transportation of crews and minor cargos to off-shore wells.

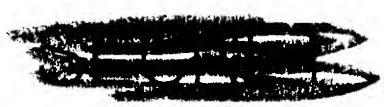

the locations of off-shore prospecting wells under kontora #1 which employed some 500 workers. it took one hour and 20 minutes by steam launch from platform to the wells, and that one could see the Nargin Island from the wells and that Stalinskiy Rayon shore was not visible from the wells. The office #2 employing some 250 workers was located in Karadag (40-17 N, 49-38 E) and also operated an unidentified number of prospecting wells in this area. Here there was also a platform similar to the one at kontora #1

the employees could take either steam launch to the wells of kontora #2 or take a bus to Karadag and board the steam launch at Karadag platform. a similar platform (ploshchadka) at Peshanyy Island and of 4-5 km. long bridge being constantly made longer at Nargin Island. The power line supplying the off-shore wells with electricity was running from Nargin Island.

4. The prospective drilling at Azmornefterazvedka was conducted to the depth of 4,500 - 5,000 meters. All holes, spread $1\frac{1}{2}$ to 2 km. apart, were divided into districts (uchastok), 2-3 holes to one district. Whenever the drillers hit gas, which occurred most often in this off-shore area, the hole was closed and drilling discontinued. Every derrick (vyshka) was serviced by three brigades, each consisting of a foreman (master), foreman's assistant (pomoshchnik mastera) and an 8-man crew. Below is the breakdown of the brigade and the wage scale of the crew:

<u>Position</u>	<u>Monthly Salary</u>	
1 master	1,500 - 1,600 Rubles	
1 assistant	1,500 - 1,600	
1 driller (<u>buril'shchik</u>)	1,200	
1 driller's helper	1,100	
1 motor operator (motorist)	1,100	
1 locksmith (<u>slesar'</u>)	1,000	
2 electricians (<u>montyer</u>)	1,000 ea.	50X1-HUM
1 top man (<u>verkhovoy</u>)	1,000	
1 helper	900	

These state lottery tickets were introduced after the abolishment of state loans (zayem), and although distributed on a voluntary basis, should be purchased in sufficient quantity by workers in order to satisfy the administration and to protect their (the workers) good standing.

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5. Each brigade of Azmornefterazvedka worked 12 hours a day. Two of the brigades were so-called "permanent" and worked for two days and two nights, having off three days per week afterward. One brigade, so-called "podvakhtennaya" (duty) substituted according to schedule the brigades which had off. The launches loaded the crews from the platform at 0630 in winter and at 0800 in summer. During stormy seas the launches were delayed and the hole prospecting crews had to work until released, without being paid for overtime.